

Burlington Planning Commission

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Yves Bradley, Chair
Bruce Baker, Vice-Chair
Lee Buffinton
Andy Montroll
Harris Roen
Andrew Saba
Jennifer Wallace-Brodeur
Vacant, Youth Member



Burlington Planning Commission

REGULAR MEETING

Tuesday, April 23, 2013 - 6:30 P.M.

Conference Room #12, Ground Floor, City Hall, 149 Church Street

AGENDA

Note: times given are
approximate unless
otherwise noted.

I. **Agenda**

II. **Public Forum** - Time Certain: 6:35 pm

The Public Forum is an opportunity for any member of the public to address the Commission on any relevant issue.

III. **Report of the Chair (5 min)** – Yves Bradley, Chair

IV. **Report of the Director (5 min)** – David E. White, Director

V. **Go for Gold Blueprint (20 min)**

The Commission will hear a presentation by Local Motion on the Go for Gold Blueprint.

VI. **Historic Building Materials (40 min)**

The Commission will review proposed changes to the Comprehensive Development Ordinance for the replacement of historic building materials.

VII. **Committee Reports (5 min)**

VIII. **Commissioner Items (5 min)**

IX. **Minutes/Communications**

The Commission will review minutes from the April 9, 2013 meeting.

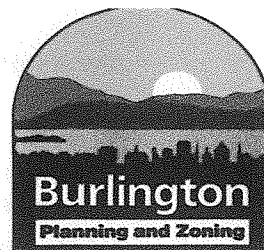
X. **Adjourn** (8:00 p.m.)

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Burlington Planning Commission Minutes

Tuesday, April 9, 2013 - 6:30 pm

PC Present: Y. Bradley, B. Baker, A. Montroll, H. Roen, J. Wallace-Brodeur

PW Present: M. Porter, N. Lavery, B. Alberry, A. Hopkins, T. Archambeau

Absent: A. Saba, L. Buffinton

Staff: S. Thibault, D. White

I. Agenda

No changes. A. Montroll, J. Wallace-Brodeur

II. Public Forum

Y. Bradley – Opened the public forum at 6:35 pm.

S. Bushor – Councilor from Ward 1. Concern of trying to have DPW and Planning Commission to work together to modify and reduce the number of parking needed in a project. Here to listen. How do we get to where we want to be?

Y. Bradley – Closed the public forum at 6:36 pm.

III. Parking Discussion with Public Works Commission

D. White – The original impetus for this meeting came from the public works commission on the off-street parking for residential areas. Public Works Commission (PWC) has an interest on the issue for effects on on-street parking. What is the purpose and public interest in regulating the on-street parking program? How does that dovetail with off-street parking regulations? Might not be worth talking about the particular of the zoning amendment proposed.

Y. Bradley – What do we see as issues for on-street and off-street parking?

N. Lavery – PWC ends up making small decisions about individual parking spaces – types of meters – and residential parking program. Not sure there is a good handle on the larger parking issues in the city. The Commission benefited from the planBTV parking discussions and recommendations. He would like to believe they make decisions that are consistent with overall parking and transportation conversations. Most of the pressure is mostly in residential areas, where too many vehicles and people are located.

M. Porter – It's all about capacity of the parking facilities and on-street. There is a ceiling and max number of spaces available. PWC doesn't want to impact the planning commission and the policy decisions either when a number of parking spaces have been permitted. Sometimes, P&Z is making decisions and putting conditions that then go to the public works commission.

B. Alberry – What are the repercussions of reducing the parking in the downtown? What can we do to create parking for the people that are coming in? Often people are not using the parking that is on-site.

D. White – planBTV presents an array of management practices that can help with the parking issues. Downtown is a different animal than the residential areas. Residential parking programs are usually in place to deal with overspill of parking – off site impact of institutions. Major issues where on-street

As approved by the Burlington Planning Commission on.

parking is limited, because of other transportation facilities or lack of space. We will never built ourselves out of a parking problem, because the demand will always be there.

A. Montroll – We try to get the most efficient use of the parking spaces we have, including off and on-street parking. During the holidays, there is great shared parking, which makes parking much easier to deal with. Does that shared use parking model fit in the residential neighborhoods as well? Between people's driveway and the street, how do we manage parking so that it is always available for residents and others.

N. Lavery – Does the shared use parking work in residential area? In downtown it works with 9 to 5 workers and then evening users.

Y. Bradley – Residential pressure to insure parking is available in front of their house. Is there a blend to use parking in the day and at night by different people?

M. Porter – Restrictions for conversions of single-family homes to multi-family. If you create more units, you have to provide additional parking.

D. White - Now a unit is a studio or 6-bedroom. The amendment looks at the true demand for off-street parking. In smaller units, demand tends to be lower demand, then for larger units add a parking space per bedroom.

B. Baker – The amendment is not just looking at units but the size of the units. Because of the parking requirements don't match up with the number of bedrooms, we are encouraging developers to develop larger units. We need a mixture of units sizes.

M. Porter – At some point there is a total capacity in the city when it comes to parking and traffic. If we can't go out you have to go up. We are at capacity, at what point do we look at other restrictions on undeveloped land and grow elsewhere.

D. White – He believes there is capacity and the opportunity to better manage what we have. It's much more limited for shared use in a residential area. There is still daytime and nighttime demands that are different. The spaces are there for residents at night – that is how many programs work.

M. Porter – There is also an issue of enforcement after 6pm.

A. Montroll – Residential parking program study will be funded by the Metropolitan Planning Organization in the next year.

S. Goodkind – The purpose of the study is to look at our system and other systems elsewhere and make suggestions.

M. Porter – What would be the delay in adding a step to the development review process?

Y. Bradley – The DRB would be reviewing projects, not Planning Commission.

M. Porter – He would like to be part of the discussion a bit more and understand the issues.

D. White – For major impacts projects there is technical review where DPW staff can have an initial bite at the apple and give input.

A. Montroll – Develop a joint policy on how we deal with parking in the city – on-street and off-street.

J. Wallace-Brodeur – What is the capacity for shared parking? What is the on-site capacity on properties, in the light of our zoning amendment? Will we create a larger problem or not in those areas? Would be nice to go at it in a more thoughtful and data driven analysis.

A. Montroll – Look at both sides of the capacity spectrum, on and off-street capacity. To help understand the needs.

M. Porter – Most of the street that have residential parking, park only on one side of the street.

S. Bushor – It would be really hard to legislate some of the houses don't have driveway so they need on-street parking. The Commissions are trying to define how to deal with current parking. What about future demand and the use of more alternative transportation modes.

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A. Hopkins – There are different populations in the city. Students don't drive to work so they don't clear the street during the day versus workers who might leave the city or their house.

B. Baker – We've have limited success not to bring their cars to the City, as a landlord. We unbundle parking and charge for it separately.

T. Archambeau – When it comes to parking management plans, what are they and who does it?

D. White – The ordinance does not look at on-street parking. Developers can get a waiver of 50% of parking requirements with a management plan. They can use alternative ways to provide transportation options to their tenants, employees, etc. CATMA is the model. That could be another opportunity, when request for waiver, then get on-street parking looked at.

T. Archambeau – Champlain College is coming to the DPW to talk about parking moving a bit because of construction.

D. White – Why would we want to add the meters on the street around Champlain College? To get turnover during the day?

A. Hopkins – Yes, they also want to get out of the business of enforcing parking on a public street.

M. Porter – What will be the impact of the residential parking changes?

D. White – He explained the purpose of the amendment, using bedrooms instead of units.

M. Porter – Have you considered the conversion to rentals for 2 to 4 bedroom units, add more off-street parking requirements?

D. White – Before, there was a different parking requirement for condos v. others. The ability to manage that is difficult. How do we manage the on-site spaces? He would love to participate in the study for the residential parking program. The issuance of the street parking permits is part of the major issue.

B. Baker – The Planning Commission needs to look at everything, not just parking, but also housing and affordability.

M. Porter – He does not have a contention against the residential parking amendment. Likes the incentive towards the smaller units.

N. Lavery – What is the status of the amendment?

A. Hopkins – It is nice to know that PWC can count on the PC for support on the residential parking program study and changes.

B. Alberry – A lot of it will come down to what we do with parking permits on-street. Staff can work together to know what was allowed on the property v. what should be allowed on the street.

IV. Report of the Chair

No report presented.

V. Report of the Director

The Director presented the following report:

- He will be away at the National American Planning Association (APA) conference in Chicago starting tomorrow afternoon until next week. S. Thibault will be away as well.

VI. Committee Reports

Executive Committee – Met last week.

Long Range Planning Committee – will be meeting Thursday April 11.

As approved by the Burlington Planning Commission on , 2013.

Ordinance Committee – Did not meet last week. The committee will be taking up urban agriculture amendments. Staff will draft changes to the ordinance.

VII. Commissioner Items

None.

VIII. Minutes/Communications

On a motion by A. Montroll, seconded by B. Baker, the Commission unanimously approved the March 26, 2013 minutes, as amended.

XI. Adjourn

On a motion by H. Roen, seconded by A. Montroll, the Commission unanimously adjourned the meeting at 8:14pm.

Yves Bradley, Chair

Date

S. Thibault, recording secretary

As approved by the Burlington Planning Commission on , 2013.

Burlington “Go for Gold” Walk-Bike Blueprint

PHASE 1: IDENTIFYING THE COMPONENTS OF SUCCESSFUL GOLD-LEVEL APPLICATIONS

THIRD DRAFT: April 2013

Researched and written by members of the Burlington Walk-Bike Council and staff at Local Motion in cooperation with staff at the Burlington Department of Public Works.

The purpose of this document is to begin the process of charting a course to achieve gold-level Walk-Friendly Community (WFC) and Bicycle-Friendly Community (BFC) recognition for Burlington. Burlington is currently recognized as a silver-level Bicycle-Friendly Community, and has not yet applied for recognition as a Walk-Friendly Community. By way of background: both programs are nationally recognized as the standard in each area. Each is organized around what are known as the five E’s: Engineering, Encouragement, Enforcement, Education, and Evaluation/Planning. The WFC program tops out at Platinum, while the BFC program goes one level farther to Diamond.

This blueprint primarily synthesizes what we have learned from the experience of communities elsewhere in the United States that have already achieved gold-level Bicycle Friendly Community status. We reviewed the successful gold-level applications of Missoula, MT and Corvallis, OR and then compared them point-by-point to Burlington’s silver-level application. Key issues and insights that emerged from this analysis and from an overall review of key issues facing the city are included below.

We also have included in this document a variety of issues related to improving Burlington’s walk friendliness; however, because Burlington has not yet applied for Walk-Friendly Community status, we are not yet in a position to compare our current level of walk friendliness to that of other communities with the same degree of specificity as we can for bike friendliness. (Our initial WFC application will be submitted in June of this year.) Therefore, walk-related issues are addressed in more general terms below. We will deepen the walk-related portions of the blueprint once we complete the WFC application, hear from the program about our status, and receive their feedback on how we can improve.

There are many areas -- some of them listed below -- where Burlington is already doing a great job supporting walking and biking. In fact, Burlington is largely on par with Missoula and Corvallis with regard to bicycle-related education, encouragement, and enforcement, and our walking infrastructure is likely to stand up quite well against other communities when we complete our WFC application. **The most important area of bicycle-related improvement is in engineering: that is, the quality and extent of our on-the-ground facilities for bicycling.** That said, Burlington has a solid foundation from which to build, thanks to the efforts of city staff and many others over the years. Our hope is that this document

helps our city to take walking and biking to the next level.

WHAT BURLINGTON IS DOING WELL FOR WALKING & BIKING

Political Support for Bicycling

Burlington's 2011 silver-level application indicated "lukewarm support for bicycling infrastructure by some at the top levels of city government." This was historically a barrier to progress, but the current administration's emphasis on walk-bike issues is a major step in the right direction. We are particularly heartened by several comments made by Mayor Weinberger as part of his talk at UVM on transportation issues in November 2012:

"I am committed to moving away from this patchwork of bike lanes that has evolved through political convenience, to a more connected network... [that includes] not only dedicated bike lanes, but... *protected* bike lanes." The mayor then noted that **"to go beyond what we have now will require some political will."**

Dedicated Funding for and Large-Scale Investment in Sidewalks

Burlington's sidewalk fund has done wonders for the condition of the city's facilities for walking. **Since the sidewalk capital budget was created, the city's average sidewalk condition has improved markedly each year.** In the early 2000s, an average of 0.89 miles of sidewalk were replaced each year; with increased funding and strategic planning, the annual total increased to 2.29 miles replaced in FY2011. This program is a shining light among the city's efforts to improve its transportation infrastructure, and could serve as a model for similar investment in bike-related infrastructure.

A World-Class Sidewalk Plowing Program

Burlington's commitment to municipal sidewalk plowing is highly unusual. Most cold-climate communities -- even those that support walking and biking -- consider sidewalk snow removal to be a landowner responsibility. The result in such communities is a dramatic drop in walking in winter. **Burlington's consistently maintained winter sidewalks are a huge asset for the community, and are a major factor in encouraging year-round walking.** The importance of BDPW's ongoing investment in this service cannot be overstated.

High-Quality Transit Service

High-quality transit service is an essential complement to a walk/bike-friendly city. Transit extends the

range of walking and biking, making it possible for many more people to take advantage of walking and biking infrastructure at the beginning and end of their trip. Thanks to CCTA, Burlington enjoys 15 minute peak-hour headways on multiple routes , extensive express commuter services, full integration with Google Transit, innovative bus pass programs, and more. CCTA is among just 6% of transit systems its size whose performance is equal to or better than the average for transit systems serving much larger communities in four of six criteria relating to efficiency and effectiveness. **CCTA's commitment to frequent, high-quality service is well outside the norm for communities our size, and is a significant element in our overall appeal for walking and bicycling.**

Transportation Demand Management that Yields Results

The Campus Area Transportation Management Association (CATMA) has been working with the hill institutions -- primarily UVM, Champlain College, and Fletcher Allen -- for well over a decade to reduce congestion and related impacts by providing employees of these institutions with support and incentives to carpool, take the bus, walk, or bike to work. Their work has resulted in a decline in single-occupant vehicle commutes among hill-institution employees from 73.8% in 2000 to 57.5% in 2010. **The result has been not only an increase in walking and biking to and from these major employers, but also an improvement in conditions for people walking and biking on the Hill as well as support for the institutions land use and permitting matters.** Combined with Burlington's participation in (and awards received for) the Way to Go! Commuter Challenge, Burlington is in a strong position with regard to transportation demand management. Replicating and expanding CATMA's success to Burlington employers is a key element in any effort to increase Burlington's walk-bike friendliness.

Impressive Walk Mode Share

According to the most recent ACS census data, about 20% of trips to work in Burlington are made on foot. This almost certainly understates the mode share for walking overall, as it does not count walking to school, walking to the store, or any other non-work trips. **Burlington's walking mode share would be impressive in any community, let alone one as small as ours.** The historic pattern of development in our community plays a critical role in Burlington's walkability, and provides a solid foundation on which to make further improvements through targeted investments and other initiatives.

Substantial Existing Bike Infrastructure

Compared to many cities its size, Burlington has substantial bike infrastructure, including shared-use paths, bike lanes, and shared lanes. **Though there are many gaps in Burlington's infrastructure that will need to be addressed in order to qualify for gold, the infrastructure that exists for bicycling is solid.** In particular, the city's willingness to experiment with a range of approaches -- not only bike lanes, but

sharrows, buffered lanes, and more -- is a real asset as we work towards gold.

Major Investment in New Crosswalk Technologies

Over the last few years, Burlington has engaged in an ambitious effort to upgrade crosswalk signals to incorporate countdown timers, exclusive pedestrian phases, advanced pedestrian signals with right-turn prohibitions, and more. **These technologies dramatically improve safety and convenience for walkers, and have added substantially to the viability of walking as a means of transportation in Burlington.**

Continued investment in improved crosswalks -- particularly in the core downtown area -- will help to generate a critical mass of walking traffic in the heart of Burlington and beyond.

A Departmental Commitment to Encouraging Walking and Bicycling

Through the BDPW's "bike set-aside fund," the City makes a considerable investment each year in a variety of services that make walking and biking easier and more fun. **One key investment that the City makes each year is Walk-Bike Month, in which BDPW funds a series of activities and events in the month of May that are designed to get people walking and biking.** This same fund is used to subsidize event bike parking services, BWBC meetings and events, and more. With assistance from Local Motion and the BWBC, the City highlights the importance and the joys of walking and biking and makes walking and biking a high-profile option for city residents.

Municipal Plans that Put Walking and Biking Front and Center

Over the last decade or so, the City of Burlington has consistently made walking and biking a core focus of its municipal plan and related planning efforts. **From PlanBTV's statement that "pedestrians are king and bikes are queen" to the Climate Action Plan's listing of increased bicycle mode share as its first goal to the Transportation Plan's core emphasis on Complete Streets, walking and biking are clearly municipal priorities.** In combination with BDPW's planned development of a new walk-bike master plan for the city, these plans will play a key role in ensuring coordinated and effective action as we go for gold.

Many Options for Bicycling Education

A variety of partners in Burlington have come together to make bicycle-related education available to a wide cross-section of Burlington residents. Local Motion offers bike commuter workshops in cooperation with the City, CATMA, and others; many schools participate in the Safe Routes to School program and offer bike skills trainings for kids; the Burlington Department of Parks and Recreation works with Local Motion to incorporate bike skills into several of its summer camps; the Burlington Department of Public Works publishes a high-quality free bike map of the city and environs; and more.

Bicycle-related education is a major area of strength for Burlington, and while more can always be done -- such as expanding the SRTS program to all schools, offering education on bike/pedestrian safety for bus drivers and other professional drivers, and adding bike/pedestrian safety to driver education classes -- we have a solid foundation for scoring high in this area.

A Strong Commitment to Enforcing Walk-Bike Rights and Responsibilities

Despite staffing shortages and myriad demands on officers' time and attention, the Burlington Police Department has maintained a clear and consistent focus on safety for people walking and biking. (The same can be said of the UVM Police Department.) **Through regular enforcement actions and an ongoing collaboration with Local Motion to educate walkers, bike riders, and motorists about the rules of the road, the Burlington Police Department is a leader in promoting a culture of mutual responsibility and respect on our streets and sidewalks.** In fact, Local Motion is now "exporting" some of the strategies developed here in Burlington to communities elsewhere in Vermont to help their police departments improve safety.

Consistent Investment in Crossing Guards

Burlington's commitment to walking and biking extends to the day-to-day issue of getting kids safely to school. **With dozens of crossing guards deployed every day at key intersections around the city, Burlington takes safety for kids very seriously.** Burlington DPW's commitment to ongoing funding of crossing guards is among the least appreciated elements of our community's walking and biking system, and is essential to a gold-level application.

An Active and Engaged Walk-Bike Advisory Group

The Burlington Walk-Bike Council plays a key role in advancing Burlington's walk-bike friendliness, and its importance cannot be overstated. The BWBC works closely with and advises the Department of Public Works and the Department of Parks & Recreation on infrastructure improvements and policy changes for bicycling and walking. The **council** also leads **advocacy** efforts and organizes events and activities that promote and celebrate walking and biking. **The BWBC's role as an advisor to the BDPW regarding improvements for walking and biking will be stronger still if the group is formalized, thereby putting the group in a position to play a major role in going for gold.**

A Diverse, Vibrant, and Effective Walk-Bike Advocacy Community

Burlington's silver-level bicycle-friendly community application listed 10 advocacy groups, more than either Corvallis or Missoula. These included Local Motion, the BTV Bike Cluster, the Burlington Bicycle Coalition, the UVM Bicycle Users Group, the Vermont Bicycle & Pedestrian Coalition, the Vermont Trails

& Greenways Council, the Vermont Mountain Bike Association, Fellowship of the Wheel, Lake Champlain Bikeways, and the Green Mountain Bicycle Club. **Burlington's bicycle advocacy organizations are both diverse and cooperative, working well with each other and with others to advance bicycling in Burlington.** They are and will remain an essential element of Burlington's campaign to become a gold-level community.

A Strongly Supportive and Proactive Regional Planning Commission

The Chittenden County Regional Planning Commission (CCRPC) works closely with the City of Burlington to conduct studies, develop plans, and oversee projects in a range of areas that have bearing on the city's walkability and bikeability. In particular, the CCRPC's role as a Metropolitan Planning Organization (the only one in Vermont) allows it to play a substantial role in supporting and guiding transportation projects within the city. **The CCRPC takes a very progressive approach to transportation planning, placing a major emphasis on helping its member communities create vibrant, diversified transportation systems.** This resource is foundational to any effort to achieve gold-level recognition.

OPPORTUNITIES TO TAKE BURLINGTON'S WALK-BIKE STATUS TO THE NEXT LEVEL

Improved and Connected On-Road Bicycle Facilities

At the time of Burlington's application, only 50% of our arterial roads had "bike lanes or wide shoulders," compared to 90% and 98% for Missoula and Corvallis, respectively. **In order to reach gold, Burlington needs to develop a comprehensive city-wide walk-bike master plan (as envisioned by BDPW staff) and make substantial investments in carefully targeted improvements to our on-road physical infrastructure for bicycling.** In particular, we identified the following areas for assessment and improvement:

1. **Increase the percentage of arterial roads citywide with accommodations for biking**
2. **Expand options for safe bicycle travel through downtown**, an area that currently functions as a major bottleneck to bike travel
3. **Add bicycle facilities to secondary streets throughout the city**, including bike lanes, sharrows, bike cut-throughs, counterflow lanes, cycle tracks, bicycle boulevards, and so on
4. **Improve traffic signals and intersections for safe accommodation of bikes** by adding marked bike-sensitive loop detectors, bike boxes, bike-specific signal request buttons, and so on
5. **Emphasize protected bike facilities**, with a focus on cycle tracks and separated paths

Increased Bike Storage and Parking

At the time of its last Bicycle Friendly Community application, Burlington had 178 publicly owned bike racks, as compared to 1,400 in Missoula. (By way of comparison, Missoula is about 50% larger than Burlington in both population and land area.) Our application indicated that less than 15% of parks and recreation centers had bike racks, whereas Missoula had 91-100% coverage and Corvallis 46-60%. The application also identified gaps in bike storage at public housing, government buildings, the airport and other transit stations, office buildings, and retail areas. (The inventory did not include privately owned bike parking.) **Overall, while Burlington's bike parking has increased markedly in recent years, it still falls well short of what is needed to make bicycling a convenient and secure transportation option citywide.** There is need not only for additional racks and lockers, but also for expansion of innovative strategies such as on-street bike corrals and high-visibility event bike parking. (That said, it is important to note that BDPW has invested every year in additional racks and other parking strategies.)

A Citywide Parking Policy that is Supportive of Walking and Bicycling

Because space in Burlington is at a premium and cars take up a lot of room, decisions about parking policy for cars have a major impact on the possibilities for expanding walk-bike infrastructure (especially

with regard to completion of a network of dedicated bicycle facilities). **A comprehensive evaluation and updating of both on-street and off-street parking policy that ensures that vehicle parking does not come at the expense of safe and complete networks for walking and biking is essential.** By placing reasonable constraints on the amount of land and resources dedicated to parking, Burlington will open up many more opportunities for new walk-bike infrastructure.

A Shift from Design Speed to Target Speed

Vehicle speed is a key variable in walk-bike safety and comfort, and Burlington has taken a big step in the right direction by passing a city-wide 25 mph speed limit. However, many drivers still travel considerably faster than the posted limit. The main reason is that the *design speed* of the city's streets -- that is, the speed that feels comfortable and natural to a driver given the geometry of the street -- is generally much higher than the posted speed. **The city should implement the standards for street geometry established in its excellent Transportation Plan -- including lane width, curb radii, and so on -- that function to reduce actual vehicle speed to levels that are safe and welcoming for walking and biking.**

Extensive Use of Trial Installations and Resident Engagement

Transforming public rights-of-way to support walking and biking is all too often a costly and time-consuming undertaking. However, many gold-level communities are finding that it is more effective to install a lot of low-cost walk-bike infrastructure on a trial basis than to build a few permanent, world-class walk-bike facilities. **Burlington should develop programs for empowering residents and businesses to take ownership of the process of planning low-cost walk-bike infrastructure on a trial basis (and, in some cases, installing and maintaining it as well).** By combining low-cost methods such as new striping, temporary bollards, and movable planters with high-tech strategies for facilitating active community engagement, Burlington can move forward much more quickly than it has in the past.

An Emphasis on Public Art and “Seductive Design”

Effective public art should make public spaces more inviting for walking and biking, and design of public spaces at a human scale is a key factor in making human-powered transportation attractive for all. **In combination with design of public spaces that entices people to walk and bike -- such as wayfinding, benches, trees, green streets, display windows, and the like -- public art can make people want to get out of their cars.** Burlington's arts scene is vibrant and community-focused, and the combination of art and design has tremendous potential for making Burlington and even more attractive place for walking and biking.

Regular and Proactive Walk-Bike Facility Maintenance

Burlington has invested substantial sums in upgrades to sidewalks over the last few years and responds remarkably quickly when a citizen submits a complaint about the condition of a sidewalk or a pothole in a bike lane. That said, the city's 2011 BFC application indicates a primarily reactive approach to routine (non-repair) maintenance, with no sweeping or snow clearance on any but a handful of shared use paths as well as a lack of prioritization of bike lanes in street sweeping and snow removal. In addition, bike lanes are often used partially for snow storage, making them unusable in winter. **Since routine maintenance is even more important for walk-bike safety and access than it is for motor vehicles, Burlington should implement enhanced standards for clearance of snow and debris and renewal of pavement markings for sidewalks and bike facilities.** Also essential is a mechanism for easy online reporting of bike lane hazards like ponding, potholes, and catch basin problems.

New Shared Use and Off-Road Facilities

Burlington has a great resource in its 17 miles of shared use paths, most prominently the lakeshore bike path. However, while Burlington's 17 miles of paths are equivalent to 17% of its road network, Missoula's 107 miles of paths are equivalent to 32% of its road network. **The total mileage of shared use paths in Burlington falls considerably short of what other communities offer, even in relative terms.** In addition, the application did not indicate that Burlington had any unpaved paths or mountain biking facilities.

Pedestrian Priority at All Signaled Crosswalks

As noted above, Burlington has made great strides in recent years to upgrade its crosswalk signals to include countdown timers, advance pedestrian phase signals, and pedestrian exclusive phases. These improvements have made it considerably safer to cross the street wherever they are installed. The next step is a targeted set of policy changes regarding signal timing that will make crossing the street convenient as well as safe. **Every signaled crosswalk throughout the city should include a pedestrian phase regardless of whether the button is pushed, and every button should be set to provide a walk signal in under 20 seconds whenever it is pushed.** These changes require no new equipment beyond that which is currently being installed; all they require is a commitment on the part of the City to making walkability a top priority.

More and Safer Mid-Block Crossings

While much of Burlington's street network is on a grid with ample opportunities for crossing at

intersections, there are a number of streets with long gaps between crosswalks. These include some of the most important arterials in the city: Pine Street, Shelburne Road, North Avenue, and so on.

Burlington should establish a standard for the maximum allowable distance between crosswalks, and then add crosswalks as needed to meet the standard. In addition, crosswalks on high-speed, high-volume streets should be afforded additional measures to improve pedestrian visibility, such as installation of RRFB-type flashing pedestrian signs.

More Pedestrian-Specific Public Spaces

Burlington has a variety of pedestrian-specific public spaces designed for intensive use and community interaction, among them the Church Street Marketplace, City Hall Park, and the Waterfront. However, there are a number of additional locations that could easily be converted from primarily car-oriented uses to primarily people-oriented uses. These include University Place, the plaza just to the east of Union Station, and a number of alleys throughout downtown. **Converting a few carefully selected streets to pedestrian-only or to very slow-speed “shared streets” would dramatically increase the vibrancy of the city with minimal impact on traffic circulation.**

More Emphasis on Bike-Related Festivals and Community Biking Events

Burlington is a city of festivals, with one event after another almost year-round. However, very few of them are specifically bicycle-oriented. Though Burlington leads Corvallis in bike-related encouragement, Missoula does substantially more to encourage biking than Burlington does, including more community biking events, stronger promotion of National Bike Month, and a substantial public bike sharing program. **In partnership with a variety of private and nonprofit partners, the City can play a key role in leveraging our community’s culture of celebration and fun to bring much greater emphasis to the joys of bicycling.** Such events would add to Burlington’s attractiveness not only as a great place to live, but also as a top destination for tourists interested in active vacations.

Additional Capacity for Walk-Bike Assessment and Planning

According to its 2011 silver-level BFC application, Burlington does not have a specific program in place to reduce the number of cyclist/motor crashes, is not meeting targets for implementation of its bicycling plan, does not have a mechanism to ensure that biking is supported in traditionally underserved communities, and does not explicitly include mountain biking interests in planning efforts. **These and other deficiencies are all symptomatic of a deficit of walk-bike planning capacity relative to what is needed to achieve gold-level recognition.** While many staff across city government (and within BDPW in particular) are deeply committed to walk-bike assessment and planning, our community’s needs outstrip existing capacity by a substantial margin.

A Focus on Results

In an email from the League of American Bicyclists, BFC staff offered the following summary feedback regarding next steps for Burlington:

“For us, the [desired] outcome -- a lot of people are riding bikes for transportation and recreation -- is of greatest importance, particularly in the higher award categories. Burlington currently has a [bike commuter] mode share of just over 4%, which is a solid number but too low for its potential (as we have seen in the National Bike Challenge!). In comparison, Missoula has a mode share of 6.4% and Corvallis has a mode share of 11.9%. The city needs to evaluate what is keeping people from riding bikes more often and develop action steps to address these concerns.”

While commuter mode share is just one measure of bicycling on our community, it is clear that increasing the number of bikers on the streets is a critical indicator of the success of our efforts to improve Burlington’s bicycle friendliness. The fundamental goal of the Blueprint is to provide the city with a roadmap towards increasing the percentage of the city’s transportation mix that happens by bike (as well as by foot, with details to be determined).

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Sec. 5.4.8 Historic Buildings and Sites

The City seeks to preserve, maintain, and enhance those aspects of the city having historical, architectural, archaeological, and cultural merit. Specifically, these regulations seek to achieve the following goals:

- To preserve, maintain and enhance Burlington's historic character, scale, architectural integrity, and cultural resources;
- To foster the preservation of Burlington's historic and cultural resources as part of an attractive, vibrant, and livable community in which to live, work and visit;
- To promote a sense of community based on understanding the city's historic growth and development, and maintaining the city's sense of place by protecting its historic and cultural resources; and,
- To promote the adaptive re-use of historic buildings and sites.

(a) Applicability:

These regulations shall apply to all buildings and sites in the city that are listed, or eligible for listing, on the State or National Register of Historic Places.

As such, a building or site may be found to be eligible for listing on the state or national register of historic places and subject to the provisions of this section if all of the following conditions are present:

1. The building is 50 years old or older;
2. The building or site is deemed to possess significance in illustrating or interpreting the heritage of the City, state or nation in history, architecture, archeology, technology and culture because one or more of the following conditions is present:
 - A. Association with events that have made a significant contribution to the broad patterns of history; or,
 - B. Association with the lives of persons significant in the past; or,
 - C. Embodiment of distinctive characteristics of a type, period, or method of construction, or representation of the work of a master, or possession of high artistic values, or representation of a significant or distinguishable entity whose components may lack individual distinction; or,
 - D. Maintenance of an exceptionally high degree of integrity, original site orientation and virtually all character defining elements intact; or,
 - E. Yielding, or may be likely to yield, information important to prehistory; and,
3. The building or site possess a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association

(b) Standards and Guidelines:

The following development standards, following the ~~Secretary of the Interior's Standards for the Treatment of Historic Properties~~, shall be used in the review of all applications involving historic buildings and sites subject to the provisions of this section and the

requirements for Design Review in Art 3, Part 4. The Secretary of the Interior's Standards are basic principles created to help preserve the distinctive character of a historic building and its site. They are a series of concepts about maintaining, repairing and replacing historic features, as well as designing new additions or making alterations. These Standards are intended to be applied in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. ~~Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved. Where~~
~~Deteriorated historic features will be repaired rather than are replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and size, where possible, materials recognizing that new technologies may provide an appropriate alternative in order to adapt to ever-changing conditions and provide for an efficient contemporary use. Replacement of missing features will be substantiated by documentary and physical evidence.~~
6. Where materials are to be replaced, the replacement material shall be visually compatible with the original material. Visual compatibility shall include, but is not limited to matching design, texture, size and reveal of the original material. The replacement material shall also be durable. See Guidelines.
- ~~7.6.~~ Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- ~~8.7.~~ Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- ~~9.8.~~ New additions, exterior alterations, or related new construction will minimize impacts onnot destroy historic materials, features, and while maintaining the spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.
- ~~10.9.~~ New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Additional information can be found at:

http://www.er.nps.gov/hps/tps/standguide/rehab/rehab_standards.htm

Distinctive Architectural Feature

Any distinguishing character defining external component of a building including, but not limited to, the kind, color and texture of the building material and the type and style of any window, door, light, sign, and other fixture appurtenant to any improvement.

Character defining element or feature

1. The materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of a historic place, and which must be retained in order to preserve its heritage value. (*In Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada* - http://www.pc.gc.ca/docs/pc/guide/nldclpc-sgchpc/sec1/page1b_e.asp#tphp).
2. A prominent or distinctive aspect, quality, or characteristic of a cultural resource that contributes significantly to its physical character. (*Design Guidelines for Department of Defense Historic Buildings and Districts*; US Department of Defense, 2008)

Economic feasibility

That which is financially possible. An analysis of a project's costs and revenues/value, in an effort to determine whether or not it is logical and possible to complete. The viability of a project based upon expenses, weighing whether the costs are greater than the benefits.

Not to be confused in this context with *economic optimization*, which assumes maximum net benefit among a range of choices, with minimal expenditure.

Technical feasibility

“Achievable”

An assessment of the probability, possibility or potential that a product or design can be made. Technical feasibility is going to be directed by the particular technical topic under consideration (e.g. engineering, medical, etc.)
